

J JOURNAL

MAY, 2007 VOLUME 41 NUMBER 11

THE OFFICIAL MAGAZINE OF THE
CLASSIC AND HISTORIC AUTOMOBILE CLUB OF AUSTRALIA



Happy Mother's Day

Hot Cross Bun Run
1938 Melbourne Motor Show
The CHACA sex 'toons
FAQ's on Red Plates
Harry Webster and Triumph
Drive Through Trees

www.chaca.com.au



Classic & Historic Automobile Club of Australia

To bring together persons with a common interest, to encourage the use, maintenance and preservation of automobiles built from the 1st January, 1931 up to 25 years old, without prejudice to make, model, method of manufacture or country of origin.

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Meetings

1st Friday of the month (except Good Friday & January) at Deepdene Park Hall, Whitehorse Road, Deepdene.

Tea, coffee and snacks are served at the conclusion of each meeting.

Visitors and prospective new Members are welcomed.

Club Permit Scheme

FOR Special Use Vouchers:

Ian Hanks 03 9551 3447; Gordon Wightman 03 5977 6668;

Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR Renewal of your Vic Roads Permit:

Send to **Ian Hanks only**, with a self-addressed stamped envelope. Ian will return it to you for you to pay at your nearest Vic Roads Office. You can also see Ian at meetings and on runs.

FOR New Applications: Contact Ian Hanks

4 Mussert Avenue, Dingley Village. 3172

Club Newsletter

The Journal is published monthly. Items for inclusion in the Journal must be mailed, emailed or passed on to the Editor at Club Meetings. The Editor reserves the right to edit or decline any article deemed unsuitable. Photographs submitted for possible publication should preferably be glossy 5"x 7" or 6" x 4" prints or high resolution jpg/bmp images to ensure best reproduction in the Journal.

Opinions expressed in this publication are not necessarily those of the Club.

The closing date for contributions is outlined below.

Journal Closing Dates - 2006/07

14th February, 21st March, 18th April, 16th May, 20th June, 18th July, 22nd August, 19th September, 17th October, 21st November, 12th December

Journal Nights – 2006/07

22nd February, 29th March, 26th April, 24th May, 28th June, 26th July, 30th August, 27th September, 25th October, 29th November, 20th December

CHACA Life Members

Max Austin, Gordon Wightman, Ray Griffin, Margaret Griffin, Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, Col Patience, John Hunt, Tom Lambert, Roy Pepprell, Eddie Reynolds, Eddy Dobbs Snr,

Bob Mantle, Patricia Wightman, Peter Galley, John Schuurman.
Deceased: Fred McGear, Norm Watt, Don Main, Ian Davey

Website

The Club's website www.chaca.com.au is updated regularly and features Club History, Club Promotions, an Events Calendar, a full coloured Journal for downloading and many photographs of Club Events.

Archivist and Historian - Margaret Griffin - 5977 6649

Club Welfare Officer - Noelle Reynolds - 9770 1231

2007 Club Calendar

January

- 14th Breakfast Run – ‘The Churchill’s Estate’ Bittern *
26th Federation Run – Australia Day @ Kings Domain

February

- 2nd Club Meeting – Deepdene
4th Tri Club Sports Day – VCCA Club Rooms
16th/18th Begonia Rally – Ballarat
25th Fred Le Bon – Museum – BBQ – Dingley *

March

- 2nd Club Meeting – Deepdene
10th/12th Casterton Rally – Wando Vale
18th Macclesfield Trout Farm *

April

- 6th Tri Club Hot Cross Bun Day – Braeside Park
15th Federation Run – Picnic at Pakenham
21st Mont De Lancey – Wandin *

May

4th Club Meeting

20th Birthday Run – Greenvale Reservoir *

June

- 1st Club Meeting – Deepdene
9th/11th Annual Tour - Geelong/Bellarine Peninsula
24th Briars Park *

July

- 6th Club Meeting – Deepdene
15th Organ Pipes – Pub Luncheon *

August

- 3rd Club Meeting
19th Tri Club Picnic Day
26th Western Port Hotel – Hastings – Pub Luncheon *

September

- 7th Club Meeting – Deepdene
9th Wattle Day @ Wattle Park *
23rd Bay To Birdwood – South Australia

October

- 5th Club Meeting – Deepdene
14th Bimbimbe – Mount Burnett *
28th Annual Luncheon

November

- 2nd Club Meeting
11th Point Cook Homestead + RAAF Museum *
25th Presentation and Display Day – Wattle Park *

December

- 7th Club Meeting – Deepdene
16th Christmas Picnic – Silvan Reservoir *

Points Scheme: * Denotes Club Meetings and Club Runs that add to your points for attendance; Club cars and moderns will receive points for attendance at Club Runs. To help collate the records registrar, you will need to place your name in the attendance book which will be made available at Club Runs and Meetings.

Note: nil points for Club Cars attending Club Meetings.

From the President’s Keyboard

Earlier this year a Working Party was formed to consider the question of a possible move to the new Vintage Drivers Club (VDC) Clubrooms. The Working party, ably led by David Landells, has concluded that CHACA cannot, at this stage, afford to move to the VDC rooms.

Several recommendations were made to Committee, including a need to increase our Membership numbers. However, having more Members does not necessarily mean more funds. One of the other recommendations of the Working Party was that “we stay at Deepdene at this point” and that “we investigate ways in which we can improve Deepdene – make it more presentable, comfortable and attractive to Members.” Suggestions from Members on this topic would be appreciated.

On behalf of the Committee and Club Members I thank our Working Party Members – David Landells (Chairman), Ian Hanks, Mary Anne Irvine, Ken Robinson, Barry Smith & Mick Whiting – for the excellent efforts they have put into this task, including a most comprehensive report.

The entry forms for our Annual Tour are out. Have you returned yours yet? Barry & Ros Smith have put in a lot of work to ensure that this weekend is successful. Distances are easy and the costs have been kept to a minimum. All it now needs is YOU.

Don’t forget our Birthday Run on 20th May to Greenvale Reservoir. Guaranteed to be an excellent day, worth the effort of going.

‘til next time, take care.

Kevin Churchill

This month’s cover: The Sansoms with their Mercedes Benz photographed at the Hot Cross Bun Run and Ian & Joan Bird’s 1949 Holden.

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Club Meeting - Deepdene 4th May 2007

Deepdene Park Hall, corner of Whitehorse Road and Parkside Avenue, Deepdene
Entry from Whitehorse Road
Melway ref: Map 46 A7

Puffing Billy Railway Guest Speaker - Mr. Don Horsburgh

Don Horsburgh was educated in Launceston, Tasmania. He joined the Royal Australian Air Force and after 21 years service, including three years in London; he left the RAAF, having attained the rank of Squadron Leader, to work in industry. Don has worked as a Human Resource and Industrial Relations Manager in heavy engineering, public transport and for a large Australian company that manufactured and maintained locomotives, diesel rail cars, electric trains, freight cars and trams. Sixteen years ago, Don joined the Puffing Billy Railway as a volunteer. He is actively involved as a volunteer and works regularly as a Booking Clerk at Belgrave. For the last six years Don has visited many Clubs and Groups throughout Victoria to speak about the interesting history of Australia's best known, and loved, Puffing Billy Railway. Members please bring a plate of supper
David Landells
Vice President



40th Annual Tour – Geelong/Bellarine Peninsula Queens Birthday Week End: 9th – 11th June

Bookings are now open for the Annual Tour, you should have received an entry form in your April Journal, if you would like to come to Geelong just for a day tour, enter whatever you wish to attend and send it off. Any queries just contact Barry Smith

On 98076813. This tour will have a 1966 and 1967 theme with some memories, so if you have remnants from 1966 or 1967 in the back of your wardrobe here is an opportunity to give them an airing. Come and help us celebrate 40 great years. Entries close June 1st 2007.

Barry Smith

Special Activities officer

Footnote: For people staying at the Motel, Breakfast will be in the dining room.

Continental \$ 8.00

Cooked Breakfast \$10.00



The Old Geelong Gaol



The National Wool Museum

41st Birthday Run 20th May 2007 Greenvale Reservoir

Venue: Greenvale Reservoir – a park set on 53 hectares of a natural basin on the upper reaches of the Yuroke Creek. Greenvale Reservoir has supplied water to Melbourne's Western Suburbs since the early 1970s.

Directions: The reservoir can be accessed from Somerton Road, Greenvale (Melways 179C8). Please note that a one way road loops around the park.

Time: 11.00am

Lunch: The Club will provide a sausage sizzle, tea and coffee at a price of \$2.00 per Member, children under 16 years of age are free. BYO salads and refreshments.

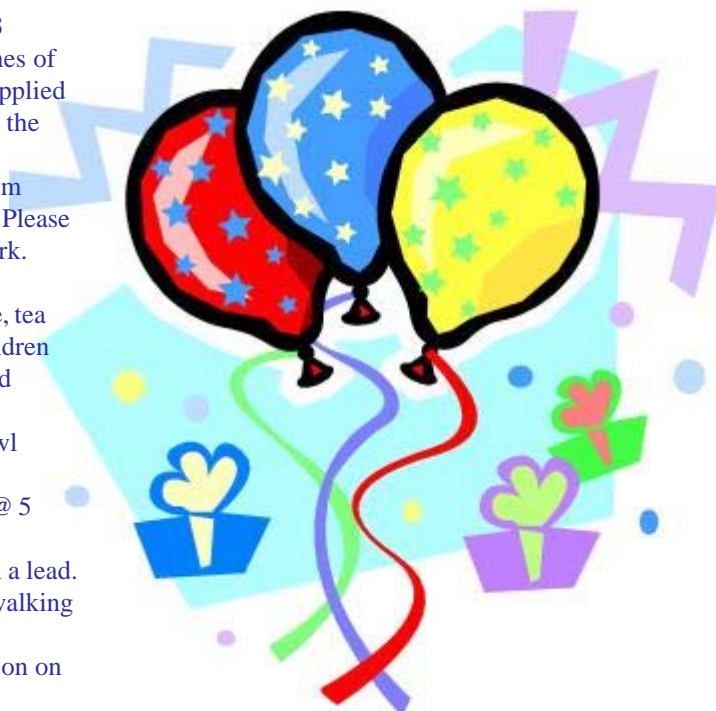
Lucky Door Prize: Be sure to collect your 'owl ticket'.

Fund Raiser Raffle: Various prizes available @ 5 tickets for a dollar.

Pets: Dogs are permitted, but must be kept on a lead.

Facilities: Toilets are wheelchair accessible, walking and cycling tracks.

For further details please contact Ken Robinson on 03 5997 5939



**The Cobbledicks Ford & Reserve Run on the 24th June has been cancelled.
It has been replaced with a Run to The Briars Park.
Full details appear on page 6**

Special Club Event Show 'n' Shine 1st July 2007 Sandown Racecourse

A Show 'n' Shine outing has been organised to promote our Club at the Sandown Racecourse Swap Meet, an event of The All Makes Swap Meet Co.

As many cars as possible will be required to make this event a worthwhile Club promotion
Admission Fee \$6.00 for a Club vehicle and driver

For further details please contact Peter Galley on 9890 8364



24th June 2007

The Briars Park

Nepean Highway, Mt. Martha (Melways 145D11)

Meet at 10.00am at TV World, corner Eramasa Road and Moorooduc Highway for a morning tea stop, then proceed to The Briars Park for a picnic lunch. Briars Park has bush walks, board walks and a homestead to visit. Your Tour Guide will be Ian Hanks as the Robinsons will be touring China.

Ken Robinson
Activities Officer

The Briars 1840s Homestead houses a world renowned collection of Napoleonic memorabilia, established by Dame Mabel Brookes to mark the relationship between her Grandfather William Balcombe and the Emperor Napoleon during the latter's exile on St Helena. While the original farm has been retained, 96 hectares was never cleared and now forms an important Wildlife Reserve, protected by a vermin proof fence.

Open woodland of manna gum and peppermint is being restocked with kangaroos and wallabies to join the resident koalas, which may be seen from the Woodland Walk. Waterbirds can be viewed from the bird observation hides overlooking extensive wetlands. A major attraction on the Mornington Peninsula is The Briars Park. The Park is a beautiful example of 'Cultural Landscape', with a long history of Aboriginal occupation, followed by European occupation of one of the first pastoral 'runs' on the Mornington Peninsula, represented today by a complex of heritage listed farm buildings and gardens.



Facilities

- Access Without Assistance for the Disabled
- BBQ Facilities
- Car park
- Coach Parking
- Interpretive Centre
- Picnic Area
- Restaurant BYO
- Toilet facilities for the Disabled
- Visitor Information Centre

Bike Museum:

A collection of Harley Davidson road and race motorcycles from the 1920s to the 1950s is on show at 770 Sydney Road, Brunswick, on the third Saturday of each month from 10am to 2.30pm. Entry by gold coin donation.

Welfare Officer's Report:

Letter to the Editor:

On behalf of my wonderful wife Patsy I would like to thank the Committee, our Welfare Officer and club members for their cards, flowers, visits and phone calls during her recent hip replacement operation at Traralgon Hospital and later at the Re-Hab. centre at Frankston.

She came home on the 20th April and will be taking things very quietly for the next 6 weeks at least. Thank you all, Gordon Wightman.

Happy Easter!



How did you enjoy Easter Sunday? Not certain whether Club Secretary Mary Anne Irvine did! Whilst dining at the Cuckoo Restaurant, she was plucked from the audience, and you guessed it - she had to yodel to an audience. Thanks to Gordon Talbot for catching the embarrassing moment on film.

Belated Congratulations



Belated congratulations to James & Colleen Allan and their Ford Anglia Tourer in winning the Best Car of it's era as judged by the President of the Ballarat Car Club. The prize was sponsored by the RACV. The little Ford keeps on winning prizes - well done guys.

Ken Robinson



Eric Chaplin to the Rescue



Members may recall last month's photo of the month in which Gordon Wightman's lunch was ravaged by a goat at the Macclesfield Trout Farm - well thank god for Eric Chaplin!

Eric Chaplin, pictured above, saved the day (and Gordon's lunch) by unceremoniously nudging the rather hungry goat from the table, though our camera woman has evidence that it took 3 attempts.

New Members:



Jeff & Georgie Young

9794 6008

6 Heath Court, Doveton

1969 Ford XW sedan

Webmaster's Report:

Due to my sons computer literally dying it has been quite difficult for the Webmaster to access her own computer – it is not easy sharing a computer with a 17year old computer nerd. There is such a thing as 'motherboard' in a computer, everything plugs into that board – no 'motherboard' no computer. Well, Gordon's motherboard died and he has now been waiting two weeks for one from the US to arrive. Gordon bought the elusive 'motherboard' on EBay – time will tell if we have just lost \$90.

In the meantime – I have managed to put the March and April edition of the Journal on the website. I have also put on two new Photo Galleries, both being from the Tri-Club Hot Cross Bun Run.

Happy worldwide webbing, Mary Anne

Volunteers Required:

CHACA will host the 2007 Annual General Meeting of the Federation of Veteran Vintage & Classic Vehicle Clubs Inc. at Moorabbin on the 4th August 2007.

Volunteers are required to prepare/serve lunch and afternoon tea.

If you are able to assist please contact Gordon Wightman on 03 5977 6668

Special Offer:

Arctic Food Wholesalers of 134 Cheltenham Road, Dandenong are offering a 10% discount to Club Members on the presentation of their Membership card. The Arctic Food Wholesalers advertisement appears on page 23 of this month's Journal. Please remember to mention that you saw their advertisement in the Journal.

The Fox Collection:

The Fox Classic Car Collection, with 130 vehicles valued at \$15,000,000, is open to the public on Tuesdays, 10am-2pm, Queen's Warehouse, Docklands. Admission prices are- Adults \$10, Concession \$8. All proceeds to charities.

The History of Transport Mural:

The 36m long and 7m high History of Transport Mural now hangs at the western end of Southern Cross Station, curiously in the retail section. It was removed in 2004 for the redevelopment of Spencer Street Station.

A Tour of the 1938 Grand International Motor Show in Melbourne

- The attendance made a new record, being 31,000 above 1936 attendances and 11,000 over 1937.
- The show revealed the popularity of the small car with the semi-sports and open type body. There is a large number who now use both a large family and a small car for office or golfing use.
- A vehicle which attracted a great deal of interest was a Nash car fitted with a Perkins Diesel engine, and was on view at the Reo stand. The engine was a six cylinder, and the car was driven from Adelaide to Melbourne at a cost of 9/6 for fuel.
- On the Chevrolet stand two models were placed behind huge gold frames, the whole of the background being black velvet. With suitable lighting, the vehicles appeared as if in mid air, and the huge frames set off the graceful lines of the body work with remarkable results. In addition, there was a huge blue and silver box to represent a gigantic jewel case. When the whole set up started to revolve, the lid of the jewel case opened slowly, and then closed.
- Another exhibit on Nasco's stand, which came straight from New York, was used to emphasise accuracy in ball bearings. Facing the demonstrating equipment, a steel ball fell from an opening, hit a steel plate, bounded at an angle to the left, through a ball bearing which was slowly rotating, went clean through it and hit a plate on the opposite side, bounded back and disappeared in a small opening at the top of the casing. These balls were coming out at the rate of one every few seconds. It was a wonderful demonstration of accurate angles, accuracy in weight, and accuracy in timing. Crowds were fascinated as they watched these small steel balls going through their performance without a hitch hour after hour.
- The Fiat cars were displayed very tastefully, and they were grouped in front of a picturesque scene from the coastal districts of Italy, and amongst them was a veteran Fiat, a Zero model. The mileage that this old car had amassed has been calculated to exceed 500,000 miles.
- On the Nasco stand was an exhibit which should have attracted every housewife. It was a demonstration of what glass, now used in motor manufacturing, can withstand in the way of shock before it will break. A steel ball could be raised by any visitor and dropped from a height of seven feet on to a sheet of glass, which appeared to withstand thousands of impacts daily without damage. Another exhibit was a sheet of glass supported at both ends, and an attendant proved its strength by continually standing on the centre of it.
- The central point of Austin cars' exhibit was a 7 horsepower car housed in black velvet, the car being covered in with glitter, which made it sparkle like silver and diamonds.
- The Cord car had its usual following of admirers, and was picked out by the Traveltone photographer as an item of interest for their newsreel of the show.
- The Pyrox Company had big attendances at night with their headlight demonstrations in Hall number 3. The object was to instruct the public on the importance of headlight adjustment and how to do it. In addition, Pyrox had two stands, one displaying their car radio, diesel engine equipment, including the famous Bosch injector, and other electrical equipment, and also a full range of magnetos for all types of engines. On another stand were shown exclusively electric hand tools produced by Robert Bosch, which can be operated from any service main.
- B.L. Cohen Motors reintroduced the Hupmobile. Their stand was divided into a harvest scene, against which stood one of the latest Hupmobiles, whilst a portion of their stand, forming part of a large alcove about 600 sq. ft. in extent, provided an outlook on the mountains surrounding the Jenolan Caves. On this stand was the new Talbot, Riley and Rover.
- The Graham car on Stokoe's stand had a lot of admirers. It was probably the most drastically altered car in the show as far as body lines are concerned.
- The Auto Union of Germany made its first appearance at a motor show in Australia, and showed the D.K.W. fitted with an interesting range of local coachwork. These chassis drew a great deal of public attention, for two reasons, one being that they made their first appearance, and, secondly, because of the unusual design of the chassis and the use of front wheel drive.
- On the Morris stand a Morris chassis raised on two supports was continually revolving, giving everyone an opportunity of examining all details of the chassis.
- Whilst this year the International Motor Show committee did not run a picture theatre, due to the fear that films of sufficient interest would not be obtainable for first release at the Motor Show, General Motors arranged for a small film theatre, and they took a careful tally of the people in the theatre at the commencement of each session. Their figures show that 17,800 people witnessed the films during the show.
- The stand of Neal's Motors was attractively represented, and was divided into two scenic sets. The left hand set represented a scene at the seacoast, whilst the right hand one represented a valley in the mountains and by lighting and other effects it gave a perfect representation of a typical Australian mountain scene, against which the Terraplanes looked exceedingly well.
- The display of commercial vehicles was overwhelming in its advance over previous years. The display of British trucks, both petrol and diesel power units, was certainly amazing in what one might term 'their mechanical magnificence.' Amongst these we include Leylands, Albions, Dennis, Thornycroft and A.E.C.
- The improvement in bus body coachwork was very marked. Two very fine examples were on the Reo stand, in both cases single deckers. The coachwork was of very beautiful lines, and the colour schemes were also highly attractive. The Reo is a popular chassis amongst bus operators.

- Mr. Harnett, managing director of General Motors Holdens, was given a cocktail party at the Motor Show prior to his departure for a world trip.
- In their exhibit at the Motor Show, Rhodes Motor Company had a story to tell – that story being of the great strides made by Oldsmobile in its 41 years of continuous manufacture. Against a curved dash runabout of 1900 vintage, the 1938 model stands out in sharp relief, the main interest centring in a cutaway 1938 chassis. The ladies appreciated the interior finish of the new Oldsmobile, the softness and excellent finish of the Australian leather and trims comparing more than favourably with overseas productions. Four Oldsmobile Six deluxe sedans were displayed in Metropolitan blue, Storm King grey, Bungana beige and Coolongatta cream.
- Occupying the entire end of the northern gallery, Repco displayed one of the most comprehensive ranges of automotive parts and serving equipment yet seen grouped in one display. The main attraction of the exhibit was a display of their own products, including a completely rebuilt engine, featuring the nationally known Repco pistons, piston rings and piston pins. The engine was discarded after many thousands of miles, but has been rebuilt throughout in the Repco automotive workshops by skilled craftsmen, using the well known Repco automotive range. On the garage equipment side the Lincoln engineered lubrication equipment was well to the front. Other equipment and accessories that were of interest to the motorist and garageman included the latest Van Norman boring bar, Servex service tools, wheel balancer, motor tuners and analysers, Repco cycles, Marbut axles, Diamond S Gears, Brabo radiator cores, Permatex and Powerplus automotive products, KLG and Edison spark plugs, and many other lines too numerous to mention.
- Preston Motors Pty. Ltd. Spared neither money nor effort to make their display the outstanding attraction of the show. There were several novel displays included in the exhibit, but the premier attraction was the magnificent presentation of a 1938 Chevrolet sedan, specially prepared in a luxuriously brilliant pearl shade, and enclosed in a jewel box padded in two tone velvet plush, and mounted on a revolving platform. The whole ensemble, with its colourful setting and sparkling illuminations, set a high standard of artistic, decorative design never before seen at any Motor Show. Additional attractions included a cutaway Chevrolet engine and a cutaway Chevrolet body by Holden, the latter affording visitors to the show an opportunity to examine minutely every detail of the construction of the all steel 'turret top' Chevrolet sedan body.
- Buick models on display included two 8/40 sedans, one in Oodnadatta beige, the other in Storm King grey; 8/40 coupe in blue, 8/60 sedan in black, 8/90 eight passenger sedan, also in black.
- Vauxhall, two sedans, coupe, roadster, sports roadster and tourer were shown in the popular 14 horsepower class.
- At the close of the Motor Show the staffs of the exhibitors were entertained at a farewell 'snack'. More than 2,000 cocktail sausages were necessary, and the big dining hall was crammed with tired salesmen who had put in a strenuous ten days.
- Ford displayed their two new V8 cars for 1938, in addition to the 10 horsepower English Deluxe models. A full range of all body styles were displayed, whilst a V8 Deluxe sedan was mounted on a revolving turntable surrounded by thousands of cyclamen blooms. A cutaway V8 chassis was in operation showing all parts in actual working condition.

Prices of New Cars (American and Canadian) in Melbourne – 1st June 1938

<i>Make</i>	<i>Style</i>	<i>Wheelbase</i>	<i>Price (pounds)</i>
Buick			
8/40 (30.6 hp)	Coupe	122in.	510
8/40 (30.6 hp)	Sedan	122in.	585
8/60 (37.8 hp)	Sedan	126in.	595
8/80 (37.8 hp)	Sedan	131in.	900
8/90 (37.8 hp)	Sedan	138in.	1100
Cadillac			
8 cylinder (38 hp)	Sedan	138in	1545
Chevrolet (Standard)			
6 cyl. (29.3 hp)	Commercial roadster	112 ¼	304
6 cyl. (29.3 hp)	Sports roadster	112 ¼	319
6 cyl. (29.3 hp)	Tourer	112 ¼	329
6 cyl. (29.3 hp)	Business coupe	112 ¼	339
6 cyl. (29.3 hp)	Sports coupe	112 ¼	349
6 cyl. (29.3 hp)	Sedan	112 ¼	359
Chevrolet (Master)			
6 cyl. (29.3 hp)	Roadster	112 ¼	340
6 cyl. (29.3 hp)	Coupe	112 ¼	380
6 cyl. (29.3 hp)	Sedan	112 ¼	390
Chrysler			
C18 6 cyl.	Deluxe sedan		520
C18 6 cyl.	Deluxe coupe		505
*Overdrive on Deluxe sedan and coupe - \$20 extra plus tax.			
De Soto (Standard series)			

6 cyl. (23 hp)	Coupe	112in.	439
6 cyl. (23 hp)	Sedan	112in.	455
De Soto (Senior series)			
6 cyl. (27 hp)	Sedan	119in.	519
6 cyl. (27 hp)	Sedan (7 passenger)	136in.	599
Dodge			
D9 6 cyl. (23 hp)	Business coupe	112in.	417
D9 6 cyl. (23 hp)	Two seater coupe	112in.	427
D9 6 cyl. (23 hp)	Two seater sedan	112in.	437
D8 6 cyl. (25 hp)	Universal coupe	115in.	459
D8 6 cyl. (25 hp)	Sedan	115in.	469
D8 6 cyl. (25 hp)	Sedan, 7 passenger	132in.	555
Ford V8			
8 cyl. (30 hp)	Business sedan	112in.	347
8 cyl. (30 hp)	Business coupe	112in.	325
8 cyl. (30 hp)	Business roadster	112in.	317
8 cyl. (30 hp)	Deluxe sedan	112in.	362
8 cyl. (30 hp)	Deluxe coupe	112in.	341
8 cyl. (30 hp)	Deluxe roadster	112in.	327
Hudson			
Terraplane 6 cyl.	Custom sedan	117in.	459
6 cyl.	Custom sedan	122in.	505
8 cyl.	Custom sedan	122in.	535
Hupmobile			
6 cyl.	Regular sedan	122in.	649
6 cyl.	Deluxe sedan	122in.	679
6 cyl. (superdrive)	Deluxe sedan	122in.	699
La Salle			
8 cyl. (36 hp)	Sedan	124in.	765
Nash (400)			
6 cyl. (27 hp)	Aust. Sedan	117in.	480
Nash (Ambassador)			
6 cyl. Twin ign. (27 hp)	Aust. Sedan	121in.	565
6 cyl. Twin ign. (27 hp)	Imported sedan	121in.	660
6 cyl. Twin ign. (27 hp)	Imported coupe	121in.	650
6 cyl. Twin ign. (27 hp)	Imported sedan	125in.	565
* Cruising gear an extra \$20			
Oldsmobile			
6 cyl. (28 hp)	Sedan	117in.	459
6 cyl. (28 hp)	Coupe	117in.	445
8 cyl. (34 hp)	Sedan	124	510
Plymouth			
6 cyl.	Sedan		429
6 cyl.	Deluxe sedan		442
6 cyl.	Super deluxe sedan		452
6 cyl.	Coupe (no rear seat)		409
6 cyl.	Coupe (with fixed rear seat)		417
6 cyl.	Coupe (folding rear seat)		419
6 cyl.	Super deluxe coupe		439
Packard (Six)			
6 cyl. (29.4 hp)	Touring sedan	122in.	625
6 cyl. (29.4 hp)	Club coupe	122in.	655
6 cyl. (29.4 hp)	Convertible coupe	122in.	655
Packard (Eight)			
8 cyl. (33.8 hp)	Touring sedan	127in.	715
8 cyl. (33.8 hp)	Club coupe	127in.	745
8 cyl. (33.8 hp)	Convertible coupe	127in.	745
Packard ("148")			
8 cyl. (33.8 hp)	Touring sedan	148	1095
Packard (Super 8)			
8 cyl. (32.5 hp)	Touring sedan	127 3/8	1350
8 cyl. (32.5 hp)	Touring sedan	139 3/8	1550

8 cyl. (32.5 hp)	Limousine	139 3/8	1625
Pontiac			
6 cyl. (28.3 hp)	Coupe	117in.	435
6 cyl. (28.3 hp)	Sedan	117in.	449
8 cyl. (33.8 hp)	Sedan	122in.	485
Studebaker			
6 cyl. Commander	Safety steel sedan	117in.	489
6 cyl. State Commander	Safety steel sedan	117in.	519
8 cyl. State President	Safety steel sedan	122in.	585
Willys			
4 cyl. (15.63 hp)	Sedan Deluxe	100in.	385
4 cyl. (15.63 hp)	Coupe	100in.	365
4 cyl. (15.63 hp)	Tourer	100in.	355
4 cyl. (15.63 hp)	Special sedan	100in.	375
4 cyl. (15.63 hp)	Tourer	100in.	335
4 cyl. (15.63 hp)	Roadster	100in.	325
4 cyl. (15.63 hp)	Imported sedan	100in.	389
4 cyl. (15.63 hp)	Steel panel van	100in.	335
4 cyl. (15.63 hp)	Coupe utility (Str. Side)	100in.	330
4 cyl. (15.63 hp)	Coupe utility ((well side)	100in.	335
Prices of New Cars (Continental) in Melbourne – 1st June 1938			
<i>Make</i>	<i>Style</i>	<i>Wheelbase</i>	<i>Price</i>
Lancia Aprilia			
4 cyl. (12.9 hp)	Saloon	108 ¼	550
Fiat			
500 Model 4 cyl.	Imported coupe saloon	78 ¾	260
“Eleven” 4 cyl. (11 hp)	Armortop saloon by Flood	90 ¼	315
“C” Model 4 cyl. ohv	Imported pillarless saloon	95 3/8	425
“1500” 6 cyl. 14/45 hp	Imported pillarless sedan	110	595

Prices of New Cars (English) in Melbourne – 1st June 1938

<i>Make</i>	<i>Style</i>	<i>Wheelbase</i>	<i>Price</i>
Austin			
4 cyl. (7 hp)	Chassis	81in.	170
4 cyl. (7 hp)	Standard roadster	81in.	199
4 cyl. (7 hp)	Utility	81in.	215
4 cyl. (7 hp)	Dual purpose roadster	81in.	215
4 cyl. (7 hp)	Van	81in.	220
4 cyl. (7 hp)	Deluxe tourer	81in.	220
4 cyl. (7 hp)	Coupe	81in.	250
4 cyl. (7 hp)	Saloon	81in.	253
4 cyl. (8 hp)	Chassis	87 ½	185
4 cyl. (8 hp)	Dual purpose roadster	87 ½	229
4 cyl. (8 hp)	Tourer	87 ½	236
4 cyl. (8 hp)	Four door sedan	87 ½	285
4 cyl. (10 hp)	Chassis	93 11/16	230
4 cyl. (10 hp)	Roadster	93 11/16	289
4 cyl. (10 hp)	Tourer	93 11/16	299
4 cyl. (10 hp)	Van	93 11/16	309
4 cyl. (10 hp)	Coupe utility	93 11/16	309
4 cyl. (10 hp)	Saloon	93 11/16	338
4 cyl. (10 hp)	Coupe	93 11/16	345
4 cyl. (12 hp)	Chassis	106 ¼	275
4 cyl. (12 hp)	Roadster	106 ¼	345
4 cyl. (12 hp)	Van	106 ¼	365
4 cyl. (12 hp)	Tourer	106 ¼	355
4 cyl. (12 hp)	Coupe utility	106 ¼	375
4 cyl. (12 hp)	Saloon	106 ¼	395
4 cyl. (12 hp)	Coupe	106 ¼	410

6 cyl. (16 hp)	Chassis	111 ¾	285
6 cyl. (16 hp)	Van	111 ¾	375
6 cyl. (16 hp)	Roadster	111 ¾	355
6 cyl. (16 hp)	Tourer	111 ¾	365
6 cyl. (16 hp)	Coupe Utility	111 ¾	385
6 cyl. (16 hp)	Saloon	111 ¾	405
6 cyl. (16 hp)	Coupe	111 ¾	420
6 cyl. Light 20 hp	Norfolk saloon	112 ½	687
6 cyl. Light 20 hp	Norfolk saloon deluxe	112 ½	695
6 cyl. Light 20 hp	Windsor saloon 7 passenger	112 ½	725
6 cyl. Light 20 hp	Windsor saloon 7 passenger deluxe	112 ½	733
Armstrong Siddeley			
14/45 6 cyl.	Sedan	108in.	495
14/45 6 cyl.	Sedan	116	745
17/55 6 cyl.	Sedan	123in.	
25/85 6 cyl.	Sedan	131in.	975
B.S.A			
4 cyl. 10 hp	Front wheel drive 2/3 seater		315
4 cyl. 10 hp	Front wheel drive deluxe tourer		325
Bentley			
4 ½ Litre 6 cyl. 29.4 hp	Chassis only	126in.	1850
Crossley			
1 ½ litre Regis 6 cyl.	Saloon	109 ½	575
Citroen			
Light Fifteen 4 cyl.	Saloon	114 ½	475
Daimler			
6 cyl. 16.2 hp	Standard saloon	114in.	820
6 cyl. 19.3	Standard saloon	114in.	975
6 cyl. 23.8	Limousine	124in.	1350
8cyl. 25.7	Standard saloon	123in.	1500
Daimler B.S.A			
4 cyl. 10 hp	Standard saloon	99in.	395
Ford			
4 cyl. 10 hp	Sedan	94in.	295
4 cyl. 10 hp	Coupe saloon	94in.	285
4 cyl. 10 hp	Sports tourer	94in.	275
4 cyl. 8hp	Sports roadster	94in.	255
Hillman			
Minx 4 cyl. 10 hp	Tourer	92in.	255
Minx 4 cyl. 10 hp	Roadster	92in.	265
Minx 4 cyl. 10 hp	Standard saloon	92in.	298
Minx 4 cyl. 10 hp	Popular saloon	92in.	305
Minx 4 cyl. 10 hp	Deluxe saloon	92in.	329
14 hp 4 cyl.	Popular saloon	114in.	399
14 hp 4 cyl.	Deluxe saloon	114in.	425
Humber			
Snipe 21 hp 6 cyl. Deluxe saloon		114in.	498
Snipe Imperial 27 hp	Deluxe saloon	124in.	850
Pullman	Deluxe saloon	132in.	975
Jowett			
4 cyl. 8 hp	Chassis		235
4 cyl. 8 hp	Roadster utility		276
4 cyl. 8 hp	Roadster		285
4 cyl. 8 hp	Coupe utility		295
4 cyl. 8 hp	Tourer		295
4 cyl. 8 hp	Sedan		325
4 cyl. 8 hp	Van		295
4 cyl. 10 hp	Chassis		265
4 cyl. 10 hp	Roadster utility		305
4 cyl. 10 hp	Roadster		310
4 cyl. 10 hp	Coupe utility		325

4 cyl. 10 hp	Tourer		315
4 cyl. 10 hp	Sedan		350
4 cyl. 10 hp	Van		325
Lanchester			
6 cyl. 12.4 hp	Standard saloon	102in.	595
6 cyl. 14.06 hp	Standard saloon	110in.	665
6 cyl. 19.3 hp	Standard saloon	114in.	875
M.G.			
T Type	English body roadster		399
2 Litre	4 door saloon, sliding head		735
Morgan			
10 hp	Sports		365
10 hp	Four seater		375
Morris			
8 hp 4 cyl.	Chassis		175
8 hp 4 cyl	Roadster		229
8 hp 4 cyl	English panel 2 door saloon		269
8 hp 4 cyl	English panel 4 door saloon		279
8 hp 4 cyl	Tourer		236
8 hp 4 cyl	Open utility		240
8 hp 4 cyl	Panel van		248
6 cyl. 14 hp	Standard saloon		389
6 cyl. 14 hp	Deluxe saloon		399
6 cyl. 25 hp	Chassis		289
6 cyl. 25 hp	Standard saloon		445
6 cyl. 25 hp	Deluxe saloon		455
6 cyl. 25 hp	Coupe utility		385
Riley			
12 hp	Falcon saloon	109in.	595
12 hp	Touring saloon	109in.	645
12 hp	Kestral or Adelpha	112 ½	695
12 hp	Lynx sports tourer	112 ½	695
16 hp	Touring saloon	112 ½	695
Rover			
6 cyl. 16 hp	Imported saloon	115in.	650
Rolls Royce			
25-30 6 cyl. 29.4 hp	Chassis only	132in.	1850
Phantom 12 cyl. 50.7 hp	Chassis only	142in.	2900
Standard			
4 cyl. 10 hp	Dual purpose roadster	90in.	264
4 cyl. 10 hp	Saloon	90in.	318
4 cyl. 10 hp	Utility	90in.	264
4 cyl. 10 hp	Van	90in.	279
4 cyl. 12 hp	Roadster	100in.	295
4 cyl. 12 hp	Saloon	100in.	359
4 cyl. 12 hp	Coupe utility van		
4 cyl. 14 hp	Saloon	108in.	425
4 cyl. 20 hp	Saloon	114in.	485
Singer			
4 cyl. 9 hp	Saloon	91in.	308
4 cyl. 9 hp	Roadster	91in.	245
4 cyl. 9 hp	Tourer	91in.	255
4 cyl. 10hp	Saloon	95in.	338
Triumph			
Dolomite 2 litre 6 cyl.	Saloon imported body	116in.	695
Talbot			
10 hp	Imported saloon	103in.	499
10 hp	Imported tourer	103in.	449
10 hp	Australian tourer	103in.	399
Vauxhall Wyvern			
Calache 4 cyl. 10 hp	Roadster tourer	94in.	258

Saloon 4 cyl. 10 hp Vauxhall	Deluxe saloon	94in.	318
6 cyl. 14 hp	Commercial roadster	101in.	305
6 cyl. 14 hp	Sports roadster	101in.	315
6 cyl. 14 hp	Sports tourer	101in.	320
6 cyl. 14 hp	Sports coupe	101in.	349
6 cyl. 14 hp	Deluxe saloon	101in.	355
6 cyl. 25 hp	All enclosed dual purpose	111in.	415
6 cyl. 25 hp	Deluxe saloon	111in.	425
6 cyl. 25 hp	Deluxe saloon	130in.	585
Wolseley			
4 cyl. 12/48 hp	Ruskin saloon		395
6 cyl. 14/56 hp	Ruskin saloon		465
6 cyl. 25/100 hp	1937 Ruskin saloon		525
6 cyl. 25/100 hp	1937 Ruskin deluxe saloon		535
6 cyl. 25/108 hp	1938 English imported saloon		695
6 cyl. 25/108 hp	1938 English panel saloon		625

The wonderfully wacky world of wheels

Consider these auto inventions, some of which hit the road to nowhere, and some of which are still going strong:

The wash car: Not to be confused with a car wash, the developer of this 40 mile-an-hour laundrocar hoped to clean up in the market, but it was a failure. In 1926, Joseph Grant of Chicago came up with a car that washed clothes as you drove. Bolted onto the running board was a washtub contraption that cleaned your linen while you drove to your destination. You filled the tub with water, soap and dirty laundry, and then drove on the washboard rutted roads of the day to agitate the mix. One drawback was there was no rinse or spin cycle.

The car cooker: This was another domestically inclined auto. Robert Martin took out a patent on his brainchild — a cook stove under the passenger seat. He routed the exhaust pipe from the engine around the oven and the radiated heat cooked his dinner. Martin promoted the idea that an hour's driving would be sufficient to cook a meal, but didn't mention either the heat gain under the passenger's hot seat or how the smells of cooking would affect riders.

The vertical parker: Stand-up guy Leander Pelton did his bit to solve parking problems. He designed a car that could stand on end so it could be parked in the smallest of spaces. Where the rear bumper should have been, Pelton put a wheeled platform. The driver had to somehow tip the car vertically, then shove it on its platform into its parking spot. Pelton never actually addressed the problem of how the driver would manhandle the car upright, nor did he consider how to keep fluids from leaking out once the car assumed a vertical position. Those bugs, he declared in 1926, still "had to be worked out."

The safest car — for pedestrians: Hanz Karl's 1932 idea was the "Pedestrian Protector." A bar in front of the car was linked directly to the vehicle's brakes. Hit a pedestrian, the car would stop automatically and a blanket would shoot out from under the front bumper. Karl explained that the tumbling pedestrian would fall on the blanket, which would soften his fall, and "the clothes will not be spoiled."

Pedal-power car: New Yorker Simon Axlerod considered the options when gasoline rationing hit during World War II, and came up with a car that didn't need gas, or any other fuel for that matter. The driver and front-seat passenger found themselves perched on bicycle seats, pedalling the chain-driven car. The fortunate rear-seat passengers just relaxed. Human nature being what it is, the car was not a commercial success, partly because it was not patented until 1945, when the war had almost ended and rationing ceased. Later efforts have fueled cars with everything from methane gas to steam.

The organic car: No, it wasn't what you'd think. It didn't run on vegetables. It simply had an organ installed in the back seat. Daniel Young hit on the idea in 1900 and put a keyboard behind the driver's seat so passengers could tap out melodies as they drove.

The bubble car: This version of the automobile actually floated. Heinkel, Messerschmidt and Fiat all had models for one or even two passengers. They were popular because they were economical and easy to park, but some models lacked a reverse gear. That led to difficulties for people who drove them into confined spaces where they were unable to use the upwards-opening door, and had to wait for help to arrive to pull them back out.

Tri Club Hot Cross Bun Run - 6th April

The Tri Club Hot Cross Bun Run - Nice buns, a great day and well supported by all three Clubs.

It was pleasing to see a reasonable number of veteran cars on display, this helped make the day one of the best ever gatherings of a Tri Club gathering.

The vehicles on display were a tribute to their owners, and the large variety present would not have been seen outside one of the major events in Melbourne.

Ken Robinson

Activities Officer



Model T Ford

Participants:

Lester & Yvette Cole with **Kathy Austin**-1934 Plymouth roadster, **George & Jan Maunder**-1962 Ford Thunderbird, **Ian & Jenny Hanks**-1978 Mazda, **Russell & Lesley Betts**-1936 Chevrolet roadster, **Henry & Trish Alger**-1935 Dodge tourer, **John & Louise Baker**-1980 BMW, **Bruce & Robyn Haley** with **Carolyn**-modern, **Vin Forbes**-1949 Morris Minor convertible, **Mal & Thea Hillier**-1966 Mustang, **Mary Anne Irvine & David Talbot** with **Rosemary**-modern, **Mockiewicz family**-modern, **David & Margaret Landells**-1978 Ford LTD, **Ray & Margaret Griffin**-1934 Pontiac, **Max & Barbara Austin**-1973 Toyota Crown, **Tibbie & Joyce Tibbett**-1936 Oldsmobile, **Ivan Kerr**-1946 Packard, **Russell & Val Kerr**-1956 Packard Patrician, **Ellis & Ilma Baron**-1935 Plymouth roadster, **Peter & Janet Galley**-1937 Chevrolet tourer, **Jack Provan**-1941 Buick coupe, **John & Jackie Spence**-1938 Graham, **Ray & Shirley Nichol**-1933 Hupmobile, **James & Colleen Allan**-1948 Ford Anglia, **Bob & Judy Wilson**-1980 Oldsmobile, **Milton & Ann Sansom**-1970 Mercedes Benz, **Barry & Rosslyn Smith**-1934 Chevrolet, **Geoff & Marlene Hilliard**-1936 Buick, **Kevin & Erica Churchill**-1955 Dodge, **Norm & Mickey Bradford**-1972 Buick, **John & Jenny Forster**-1965 Galaxie convertible, **Ian & Joan Bird**-1949 Holden, **Alan & Lynda Griffiths**-1970 Toyota Crown station wagon, **Ross Buchanan**-1965 Ford Sprint convertible, **Ken & Margaret Robinson**-1962 Valiant.



1938 Graham of John & Jackie Spence



Bruce & Robyn Haley with daughter Carolyn



Above - Model T Ford

Below - Jenny Hanks, Kathy Austin, Yvette Cole and Margaret Robinson





1972 Buick Riviera - Norm & Mickey Bradford



1955 Dodge - Kevin & Erica Churchill



*1970 Toyota Crown
Austin's 1973 Toyota*



1975 Mercedes-Benz



The Easter Egg hunt

Club Run: Hot Cross Bun Run @ Braeside Park 6th April 2007



own station wagon - Alan & Lynda Griffiths and the
ota Crown



1956 Packard Patrician - Russ & Val Kerr with Ivan Kerr's 1946 Packard



enz - Mick Whiting and Tina Brown



John & Jenny Forster-1965 Galaxie convertible



unt



1936 Chevrolet roadster - Russell & Lesley Betts

Harry Webster: Designer of the Triumph Herald

Henry George Webster, automotive engineer: born Coventry 27 May 1917; apprentice, Standard Motor Company 1932-38, assistant technical engineer 1946-48, chief chassis engineer 1949-55, chief engineer 1955-57; director of engineering, Standard-Triumph International 1957-68; technical director, Austin Morris Division, British Leyland Motor Corporation 1969-74; CBE 1974; group technical director, Automotive Products 1974-82; married 1943 Peggy Sharp (died 2003; one daughter deceased); died Kenilworth, Warwickshire 6 February 2007.

You'd never realise it today when scanning its dated appearance, but the Triumph Herald - launched in 1959 - was the first small, affordable British car actually to look chic. Its sharp, sleek lines came from Italy, and it was available as a racy coupé and a stylish convertible, as well as a two-door saloon. There was nothing else quite like it, especially at the £702 price.

For the speed with which the car was designed, delighted consumers had a mild-mannered engineer from Coventry to thank. But Harry Webster had a guilty secret. He had reverted to pre-war technology to create the Herald, which had a stout separate chassis to support its La Dolce Vita looks. In motoring terms, such things had gone out with the Ark, replaced by integral "monocoque" body/chassis units. But the investment needed to manufacture them was huge, and the Standard-Triumph company was a financially threadbare organisation.

So the resourceful Webster decided to use a chassis but then gave it modern, all-independent suspension and, of course, those absolutely fabulous metal clothes. Such ingenious thinking defined Webster's reign in the 1960s and 1970s as one of Britain's leading automotive engineers. It gave Triumph a sexy image and, when it became part of British Leyland in 1968, an amazing influence for such a relatively minor car industry player. "Our rivals were always enormously bigger than we were," recalled Webster:

We had to spot niches in the market and say: "This is where a car will sell for a little bit more than the others." We always looked for the difference between what they were doing and what we could do. We couldn't compete head-on.

The approach led to a roll-call of fondly remembered classic cars: the sporty Triumph Vitesse, Spitfire and GT6, the 2000 executive car, the BMW-rivalling Dolomite, the glamorous Triumph Stag, and the long-running Triumph TR roadsters. All of these were styled by an Italian, the designer Giovanni Michelotti, who became a close friend of Webster's, and who helped give a desirable sheen to Triumph's sometimes rudimentary mechanical hardware. Webster often drove - hard - to Turin in a prototype, discussed his plans with Michelotti, and charged back to Coventry, all in a weekend.

Harry Webster was just 15 in 1932 when he left Coventry Technical College for an apprenticeship with the Standard Motor Company. He worked in the technical engineering department of the company, a manufacturer of mundane family cars, and during the Second World War he toiled in its aero-engine department. Later, in 1949, he was put in charge of chassis development under Ted Grinham. Webster loved high-performance cars and motor racing, Grinham did not, and the two frequently clashed.

However, after acquiring the Triumph brand in 1945, Standard had decided to enter the sports-car market, and Webster was in his element refining the handling and roadholding of what became the Triumph TR2, under a tight budgetary regime and the glare of the company's tyrannical chairman Sir John Black. When Grinham retired in May 1957, Webster became top engineering dog, immediately setting about replacing the dismal Standard 8/10 cars with the cunningly conceived Herald.

In 1969, a year after the formation of British Leyland (Triumph became a division of Leyland Trucks in 1961, the Standard name axed soon afterwards), Webster's considerable efforts were rewarded with a promotion to oversee the engineering of the entire car-making conglomerate.

This entailed a transfer from Coventry to Longbridge, Birmingham, but it also included confronting another colossal figure in British car design: Alec Issigonis. His Mini and 1100/1300 cars were brilliant engineering achievements, and deservedly popular, but were unprofitable. Webster had the unenviable task of sidelining Issigonis, putting him in charge of British Leyland's research arm, so leaving Webster free to plan the corporation's new range of family models.

There were two of these, the Morris Marina and the Austin Allegro, but neither proved a success for a variety of technical and design reasons. The consensual nature of policy decisions in the political furnace of British Leyland at the time was new to Webster.

In a turbulent five years, he made plenty of enemies in his attempts to make BL's cars emulate the market leaders from Ford, with a little bit of that old Triumph "cool" thrown in for good measure. In 1974, he left the company for the Leamington Spa-based Automotive Products (AP), a component-maker; a year later, the bankrupt British Leyland was nationalised. Webster retired from AP in 1982 but, in an interview 14 years later, said he had no regrets about his troubled time at British Leyland: "If you're in business, whether you're making furniture or selling fish and chips, you're doing it to make money, to make a profit. If you don't, you go to the wall. I'm not sentimental about cars."

The Graham Brothers and Their Car - Part 2

Production soared from 1086 trucks in 1921 to over 37,000 in 1926, making Graham Brothers the largest exclusive truck manufacturers in the world. Still more success accrued. In 1925, the Dodge heirs sold the company to the investment firm of Dillon, Read. The following November Dodge management reorganized and the Grahams emerged on top: Ray was vice-president and general manager, Joseph vice-president for manufacturing, Robert vice president for sales. In addition, the brothers became Dodge directors, and Dodge exercised an option to acquire a fifty-one percent interest in Graham Brothers, paying the Grahams \$3 million plus an equal amount in options on remaining Graham Brothers shares. Much of this money was reinvested in Dodge stock, and the Grahams wound up among the largest Dodge stockholders. At this juncture the Grahams looked ensconced for life at Dodge. But their tenure lasted less than six months. In April 1926, the brothers suddenly resigned, while Dodge acquired the remaining forty-nine percent of the truck business. Exactly what caused the upheaval is not known. The brothers may have had a disagreement with Dodge's bankers, or they could have felt uncomfortable in an organization which they did not completely control. They must also have realized that any hopes they may have had of bringing out a car under their own name were wasted at Dodge. But the Grahams weren't exactly broke, and in 1927 they organized the New York based Graham Brothers Corporation as a holding company for their varied interests, including an \$11 million share in Libbey-Owens Sheet Glass in Toledo. In fact, it was Ray Graham who, as chairman of Libbey-Owens, brought about the merger with the Edward Ford Plate Glass Company to form giant Libbey-Owens-Ford in 1930. Apropos the motor industry, the Grahams obviously could not be content with a passive role. Their "re-entry vehicle" turned out to be the Paige-Detroit Motor Car Company, control of which they acquired on June 10th, 1927. Paige-Detroit was a minor independent, organized in 1909, that had passed into the hands of Harry Jewett and his brothers in 1911 and successfully engaged in the manufacture of Paige cars and trucks, and later the Jewett light six, with peak production of 43,500 vehicles in 1923. But in 1927 with sales declining and the company not as profitable as it once was, Jewett was anxious to sell. The Grahams were attracted, at least partly, because Paige was completing a new, modern factory on a forty-five acre site on Warren Avenue in Dearborn. To acquire control, the Grahams put in \$4 million and pledged \$4 million more for improvements. The Jewetts resigned, Joseph became president of Paige, Robert vice-president, Ray secretary-treasurer. Along with their father, the brothers became Paige directors, and Joe announced that they were "in the automobile business as manufacturers to stay," Accordingly, the next stockholders meeting saw the corporate title changed to Graham-Paige Motors Corporation. Each of the Graham brothers had distinctive abilities and temperaments which complemented the others' and enabled them to work effectively as a team. Joe was the manufacturer-pedantic, primarily interested in engineering and production. Since he was the eldest, family custom dictated that he head the company. Ray was the financier, looking after the Graham fortune, living for the most part in New York City. Robert was the salesman-outgoing and optimistic. David Graham, his son, recalls that "Dad's chief stock-in-trade was his ability to sell you an idea, make you think it was yours, and to subtly encourage you to develop it as fast as possible. No matter what the idea, Dad had the uncanny ability to make it seem important, and to make you feel important in doing it. During his business life his motto was 'To sell is to serve, based on the twofold philosophy that people have basic needs which should be made known and available to them. In addition, salesmen have a grave responsibility to their customers for complete satisfaction and product service. The brothers, David recalls, inspired loyalty in their employees and always maintained their interest in their Indiana home town. In their day, they easily ranked with the Fishers, the Dodges and the Studebakers as the leading automotive brother teams." For a time the existing line of Paige cars was continued. Some improvements were made and prices reduced, but the Grahams were busy creating a new series of cars bearing their name. They moved quickly and just six months after they had arrived at Paige, the new line was ready. At the New York Automobile Show in January 1928, the Graham brothers proudly presented their new line of Graham-Paige cars, four sixes and an eight, priced from \$860 to \$2485. Smallest was the 610, on a 111 inch wheelbase, powered by a 52 bhp, 175-cubic-inch six. Next was the 614, a 114 inch wheelbase model with a 207-cubic-inch six and 71 bhp.



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A Club Member

An Aircraft Went Back to the War – article supplied by Ralph Provan

Vital in the RAAF's task of keeping them flying are the staffs of mainland stations who keep the RAAF's aircraft in the air. Typical of the colossal organisation needed for this task is Laverton's 1AD. "The RAAF is different from the Army," said Group Captain S. de B. Griffith, AFC, Commanding No. 1 Aircraft Depot. "We are always hearing the same old complaint; I joined the RAAF to fight the Japs. The RAAF isn't like that."

"Only a small part of the RAAF ever sees the enemy, let alone fights it. Even air crew have personal contacts with the enemy only for a very small part of their time."

"Most of the RAAF exists to keep aircraft flying. Some of the RAAF keeps them flying by looking after them on the spot up there. But mostly the RAAF is in Australia doing the job it was intended to do. It is different from, say, the Army setup."

"I have about 2,000 men down here. They are doing a job that is absolutely vital to air operations; a job, mind you, that can not be done so adequately up North. So it has to be done down here."

"Down here we assemble or repair aircraft and deliver them to or back North ready to go into operations-and engines, too. Indeed aircraft on ferry are actually ready to fight North of Townsville, where the guns are loaded."

"That is a big job, isn't it? Well come along and see how it is done."

No. 1 Aircraft Depot is one of the RAAF's biggest units. It sprawls over three-quarters of Laverton and does everything from inventing gadgets to making them, from assembling aircraft out of the crate to ferrying them into New Guinea and the Admiralties.



You may say that 1AD's two main jobs are erecting new aircraft and pansying up old aircraft and aircraft engines.

Looking at the organisation of the unit as you might chart it on one of those beautiful tree administrative officers love to make, the main layout is Erection, Aircraft Repair Squadron, General Engineering Squadron, Engine Repair Squadron, Stores, Test and Ferry, with the Chief Technical Officer, Inspection Section, CEO and DAO at the top.

Behind Erection hangars you see those huge crates, big enough to live in. Aircraft arrive by road, the crane lifts them off and they are opened with that usual sense of anticipation.

The Erection people divide their job into seven stages. Each stage takes a day and at the end the aircraft is ready for the test stage. Each of the seven stages is done in the one hangar, so you can see the seven stages of a Spitfire or Kitty Hawk under the same roof at the same time. It is not an uninteresting sight.

If there is a bug in any part, this is swatted on the spot. This is often where General Engineering Squadron comes in. GES does all the special jobs for the other squadrons-copper smithing, machining, electrical work, welding, blacksmithing, instrument repairing and armament. Small details of airmen are loaned to the various squadrons and sections for liaison and other work needed.

Modifications are stored and fitted at 1AD. Experts at AFHQ and 1AD's experts get together and design a modification, which is then prototyped at GES.

When a new aircraft is erected it goes through a special ground run, then to the gun synchronisation stand, and fires at the butts. Then it is passed to the final inspectors who are specialists and crawl all through it.

Erection telephones Test and Ferry and gets a test pilot. He takes it up for a rigid aircraft and engine performance test – 37,000 ft. dives, and reports on his return. This report is not the usual paper coverage. The pilot talks things over with the inspectors and makes suggestions. If there is anything wrong, it is diagnosed and corrected and then the same pilot takes her up again as often as necessary. He tests armament and W/T on the final trip.

Then the new aircraft is given a despatch inspection and is ready for delivery. But we will leave her at Laverton for the moment.

Two other main jobs are overhaul of used aircraft and engines. A good many people even inside the Service have little idea of the work needed to put a tired aircraft back into operation. At 1AD, as at every other AD – they know only too well.

Tired aircraft are worth putting back into operation. The Allied Forces pay anything from 10,000 pounds to 100,000 pounds for operational aircraft.

Aircraft Repair Squadron is a big show, divided into airframe and ancillary sections. Engines go on to ERS. Liaison here with GES is strong, as you may imagine. GES can fix or make anything. They renew parts by reworking and finally plating-copper plating and chromium plating, this means that some parts are almost indestructible.

First of all, however, the aircraft are taken over by the Cleaning Section outside the hangar. This section does nothing else but clean aircraft with steam jets, petrol spray and vacuum cleaner. The various repair squadrons are then able to get to work on clean aircraft, which means greater efficiency all round.

For most technicians Engine Repair Squadron is a fascinating outfit. This unit takes in the tired and wrecked engines.

When an aircraft returns from a forward area the CTO, who looks over the job first, may decide that it is not worth putting back into ops. So it is salvaged, and the engine sent to ERS. ERS is divided broadly into four sections-Allison, Merlin, Engine Tests and Airscrews.

To see an engine before and after is better than looking at a kidney pill advertisement. What happens in between the before and after is frankly a minor miracle. We often take such things for granted. But only a couple of years ago the airmen who are doing these intensely intricate and delicate jobs were perhaps in the fix-the-washer-Bill class. The RAAF can make first class technicians from any averagely intelligent man. And these men are more than good. They are enthusiastic. In rush jobs they can work all hours of the clock.

We watched the inspectors who were looking over each part to mark it red or black, to be fixed or thrown away.

When an engine is complete again after a pull down and overhaul (did you ever think that the ordinary Merlin engine



has 40,000 bits?) it is thoroughly tested on the stand.

Inspection forms an important section of an AD. Not only do inspectors go over the aircraft assembled or repaired here, but they check up on all the aircraft made in Victoria. That is a big job in itself.

Another part of the RAAF often taken for granted is Stores. An AD Stores Squadron is in seven sections: Groups, TYADHG, Groups BINGEFKM, Petrol, Tailors, Modifications, Receipt and Despatch, Special Tasks and Air. The Modifications Section is especially important, for it distributes modifications to all aircraft in the RAAF.

When you walk about 1AD you find half a dozen aspects of work that would give a good story of a couple of pages each. Take, for instance, the Engineering Development Section of GES. At Ascot Vale, some enthusiasts began tinkering about with ideas at 1ES, and ideas became gadgets. The work increased to such an extent that it was switched to 1AD.

Here they have invented, designed and produced the prototype of much testing apparatus. The idea is to produce the prototype and hand on to outside manufacturers on order from the RAAF.

The most spectacular part of 1AD's work is, of course, Test and Ferry Squadron's. With 60 pilots, this is possibly the biggest GD squadron in the RAAF. Test and Ferry does just what its name implies. And Ferry means that it delivers aircraft direct from 1AD to forward areas.

For Testing and Ferrying, pilots are given a two months' conversion course. Your test pilot must be able to fly and test any of the monthly average of 20 different types handled by Test and Ferry. Anything from a Tiger Moth and Ryan to a Mitchell or Spitfire is within its range. Ferry pilots and crews take their aircraft to forward area pools for distribution and to squadrons in fighting areas. They deliver them in the pink of condition ready for operations. This takes more than an average pilot. Getting the aircraft back into operations-that's the reason for 1AD's existence.

From the Technical Officer

FAQs on the CPS

Sourced from the AOMC

Abuse of the Club Permit Scheme can result in far reaching implications to the individual, their club and the Permit Scheme in general, such as:

Fines for driving an unregistered vehicle, or

Loss of your individual Club Permit, or

Loss of your club's authority to operate the Club Permit Scheme, or

Cancellation of the Club Permit Scheme for all enthusiasts.

Q. May I use my Club Permit Vehicle for a family wedding?

A. Yes, with a Special Use Authorisation Voucher. Note that a Club Permit Vehicle must not be used for hire or reward hence a regular business of weddings is not permitted.

Q. Can I tow a trailer with a Club Permit Vehicle?

A. Yes, subject to normal rules for towing a trailer eg. Weight, coupling, lighting, speed limits etc. Note that VicRoads does not issue a 'third' number plate for a trailer, hence the trailer should be registered in its own right.

Q. Can a learner driver operate a Club Permit Vehicle?

A. Yes, subject to the normal rules for learner drivers.

Q. Why have I not received a renewal notice for my Club Permit vehicle?

A. It is a permit holders responsibility to ensure a permit is renewed. The Club Permit Scheme is stored on a separate computer system to the general VicRoads data files and hence if you should change your address for a fully registered vehicle, or a driver's licence, then a separate advice is still required for a Club Permit vehicle.

Q. Can a modified vehicle be used under the Club Permit Scheme?

A. Yes, provided the vehicle is in a safe condition. In some cases an Engineer's Certificate might be required. Note that the CPS must not be considered a method of driving an unsafe or unroadworthy vehicle.

Q. Under what conditions may I test my Club Permit Vehicle?

A. To maintain, test, repair or prepare the vehicle for an authorised event. It is the owner/driver's responsibility to maintain the vehicle in a safe condition, but 'exercising' the vehicle to achieve this is not an excuse for regular or daily use. Such use remains an abuse of the Scheme. In practice, a trip 'around the block' to test the brakes for a club event in a couple of days time would be acceptable. A trip 10 kilometres from home or to perhaps pick up the groceries from the supermarket would be clearly unacceptable.

Q. May I drive my Club Permit Vehicle to a mechanic's repair garage?

A. Yes, but note that driving to a parts store to purchase the required parts for fitting at home is not acceptable.

Q. May I drive my Club Permit Vehicle interstate?

A. Yes, provided the event is on your club's calendar. But note that at this stage Western Australia still requires a separate WA permit for travel in that State.

Q. I am attending an interstate event shown in my club's calendar, however because of the large distance involved it will take me two days to get there and two days to return, may I operate my Club Permit Vehicle during these four days?

A. Yes, provided Special Use Vouchers are obtained for the extra two 2 day periods.

Q. How many Special Use Vouchers may be issued to a club member?

A. There is no direct answer – hence once a week is out of the question. Each club must make its own decisions, publicise them to its members and then follow those rules.

Q. I have a Special Use Voucher for my wedding is it reasonable to have a SUV to use my Club Permit Vehicle for my honeymoon?

A. It is not reasonable to use a SUV for such an event.

Q. Our club has a display day at a swap meet. The event is shown on our calendar. May I carry a load of spare parts in my Club Permit Vehicle to sell at the swap meet?

A. No, as Club Permit Vehicles must not be used for carrying goods for hire or reward.

Q. My CH number plate has been damaged. How can I replace it?

A. You should present the damaged plate to the local office of VicRoads for further guidance.

Q. Can I have two garage addresses listed for my CH plated vehicle?

A. Legislation and VicRoads rules stipulate only one address, however you may have the vehicle garage address different from your residential address.

Q. I want to put my bike rack on my CH vehicle, can I get another small bike plate for the rack?

A. No.

Q. I don't have off street parking. Can I park my CH plated vehicle in the street on any day when it is not used for a Club Permit Event?

Automotive Speedo and Gauge Repairs
Gary Haddow 0417 345 041

Clock, Temp, Oil, Fuel,
Amp Meter and Tachos

A. No, Club Permit plated vehicles cannot be parked on the street or any public land on days when the club permit is not exercised or scheduled.

Q. We publish our events calendar on the www. Can members download a copy of the calendar and use it as evidence of a Club Permit Scheme?

A. Yes, it is reasonable to use a downloaded hardcopy printout of the events calendar provided that the relevant information is included. That is, the name of the authorised club, the date and details of the authorised event. Note that a club may choose to not declare every event on its club calendar to be an authorised event.

Q. Our club is authorised to operate the Club Permit Scheme. We have original vehicles over 25 years old on the scheme. We also have members with replicas of these vehicles that were made only 5 years ago. Can these replicas operate under the CPS?

A. Yes, provided the replica is of a vehicle originally manufactured at least 25 years ago.

Q. I belong to two clubs authorised to operate the Club Permit Scheme. My CH plated vehicle is recorded by one club. Can the other club issue a Special Use Voucher for this vehicle?

A. No, only the club recording and managing that vehicle should issue a Special Use Voucher. Each authorised club is responsible for managing the members and the Club Permit vehicles in their club.

Q. Can L plate or P plate drivers operate a left hand drive CH plate vehicle?

A. No. Only a fully licenced driver may drive a LHD CH plated vehicle.

Q. Can L plate or P plate drivers operate a right hand drive CH plated vehicle?

A. Yes, but note that the vehicle insurers may impose restrictions on drivers of vehicles less than 30 years old.

Q. Does the driver of a CH plated vehicle need to be the permit holder?

A. No.

Q. Can I sell my vehicle with CH plate and can the CH plate be transferred to the new owner?

A. Yes, provided the new owner is entitled to have a CH plated vehicle.

Q. What are the limits to modifications permitted to CH vehicles?

A. Vehicle Standards Information publication 9VSI 8), available from the VicRoads book shop, provides guidance. Heavily modified vehicles may need an Engineer's Certificate.

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- **LONGER BATTERY LIFE!**

In performance tests the OPTIMA lasted three to five times longer than conventional, flat plate batteries.

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Vibration is a primary killer of conventional batteries. OPTIMA's tightly wound SPIRALCELL resists jarring and vibration, and eliminates plate shedding.

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- **MORE POWER IN ANY CLIMATE!**

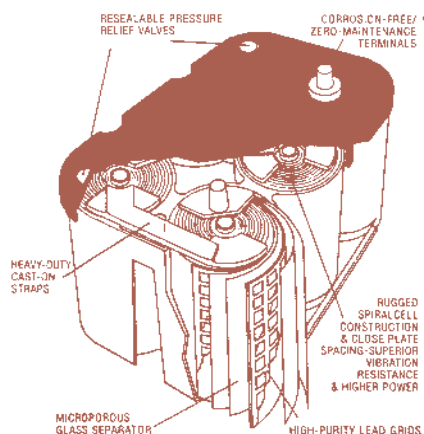
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

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Greater plate surface area and lower internal resistance allows the OPTIMA to recharge in less time than conventional batteries.

- **EASY TO TRANSPORT!**

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Club Member

OPTIMA DEEP CYCLE

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With absorbed electrolyte and sealed construction, the OPTIMA won't cause corrosion or leak, even if cracked open. OPTIMA is safer for people, equipment and the environment. And you never add water.

- **UNEQUALLED VIBRATION RESISTANCE!**

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347 470

A detailed itinerary of this tour appeared in the February
Journal – Editor George

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Vanilla Slice

Ingredients:

1 500g package frozen puff pastry, thawed, 1 cup white sugar, 1/2 cup custard powder, 3/4 cup cornstarch, 5 1/4 cups milk, 1/4 cup butter, 2 egg yolks, 1 teaspoon vanilla extract, 1 cup caster sugar, 1 tablespoon milk, 1 dash vanilla extract

Method:

1 Preheat the oven to 200 degrees C. Unfold puff pastry sheets, and place flat onto baking sheets. Bake for 10 to 15 minutes, or until lightly browned and puffed. Set aside.

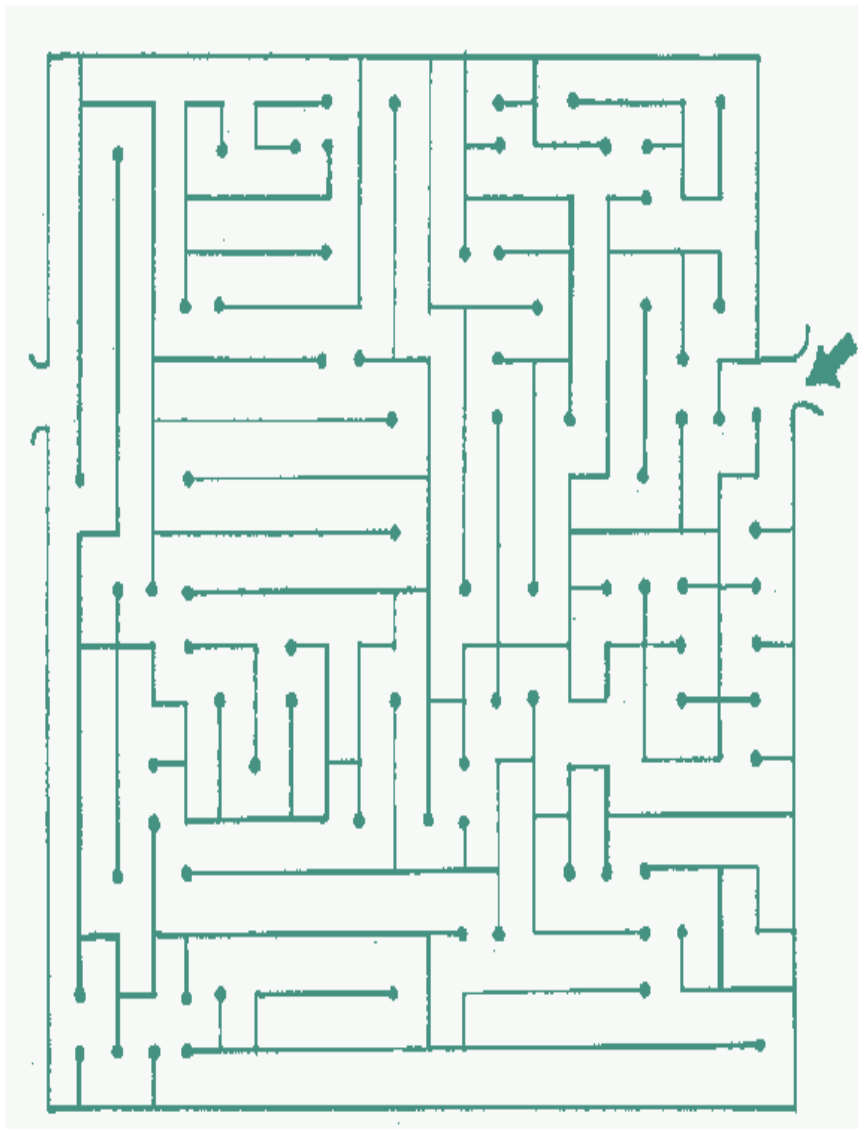
2 Combine the sugar, custard powder and cornstarch in a large saucepan. Mix in just enough milk to form a paste, then gradually mix in the rest. This will prevent lumps from forming. Add the butter. Cook over medium heat, stirring frequently until thick. You may need to use a whisk to ensure a smooth consistency. When the mixture comes to a simmer, cook stirring constantly for 2 minutes. Remove from the heat, and stir in the egg yolks and vanilla.

3 Line a 22cm baking dish with aluminum foil. Place one of the baked pastry sheets in the bottom of the dish. Spread the custard filling in an even layer over the pastry, and top with the other sheet.

4 Mix the confectioners' sugar with 1 tablespoon of milk, and a dash of vanilla to make an icing. Spread over the top of the pastry. Refrigerate until the custard layer is firm. Remove from the pan and slice.

CHACA's 41st Birthday @ Greenvale Reservoir

John Christie thinks there are two roads leading to Greenvale Reservoir. Is he right?



Events & Swap Meets

May

6th Keilor Show

The Keilor Rotary Club's inaugural car show will be held in the grounds of the Keilor Hotel in conjunction with the craft and produce market. Profits go to the E.J. Whitten Foundation.

Entry \$10 for display car and driver, \$5 for adults and children under 16 free.

Phone – 0418 349 465

19 - 27 Federation of Vintage and Classic Vehicle Clubs Inc.

Great Ocean Road Escape
Kevin Holloway 0353 335460

20 All Makes Swap Meet

Sandown Racecourse

Gates open at 8.30am

\$6 Admission

Indoor Sites - \$35

Outdoor Sites - \$30

phone - 03 9890 0524 (prior to 8.30pm)

26th /27th Historic Winton

The 31st Historic Winton will involve more than 400 historic racing cars and motorbikes from the 1920s to the 1980s. Entry \$15 on Saturday and \$25 on Sunday, children under 15 are admitted free.

Phone – 5428 2689

28 AOMC Delegates Meeting

Malvern East RSL

July

1 All Makes Swap Meet

Sandown Racecourse

Gates open at 8.30am

\$6 Admission

Indoor Sites - \$35

Outdoor Sites - \$30

phone - 03 9890 0524 (prior to 8.30pm)

22 All Makes Swap Meet - Classic Australian Car Show

Flemington Racecourse

Enquiries 9890 0467

August

27 AOMC Delegates Meeting

RACV Club, Queen St. Melbourne

October

28th RACV City to Cape Schank Rally

open to all classics pre 1958.

For all enquiries phone – 03 9890 0524

Touring the Web

National Automobile Museum of Tasmania

<http://www.namt.com.au/index.jsp>

The National Automobile Museum of Tasmania's collection of cars and motorcycles is testimony to the exciting history and development of the international automotive industry. Spanning a hundred years of style and technical achievement this impressive collection of traditional and contemporary marques is a "must see" for all who appreciate history, design, engineering and style.

Some exhibits are unique to the museum — not to be seen in any other collection. Wander through the rows of opulent and elegant Rolls-Royce, Bentleys, Mercedes-Benz and Jaguars. See the strange and unusual. The practical and the exotic. The sedate and the speedy. A visit to the National Automobile Museum of Tasmania is an experience you won't forget.



The museum's collection changes regularly as new and exciting exhibits become available. Along with the superbly restored cars and motorcycles the Museum features historic displays, a gift shop with a wide range of DVD's, gifts and memorabilia. A visit to the National Automobile Museum of Tasmania is a delight to be enjoyed by people of all ages.

The museum is located at 86 Cimitiere Street, Launceston

Tasmania, Australia 7250



The National Automobile Museum of Tasmania has an important role to play in the preserving of cars and motorcycles that have been part of our history. They may once have been work - day vehicles, they may have been exotics. But if they are in the museum, you can be assured they are exhibits that are important to the automotive history, the development of this country, or to our social history.

The CHACA SEX 'toons & joke Page

Three women were sitting around talking about their sex lives.

The first said, "I think my husband's like a championship golfer. He's spent the last ten years perfecting his stroke."

The second woman said, "My husband's like the winner of the Indy 500. Every time we get into bed he gives me several hundred exciting laps."

The third woman was silent until she was asked, "Tell us about your husband."

She thought for a moment and said, "My husband's like an Olympic gold-medal-winning quarter-miler."

"How so?"

"He's got his time down to under 40 seconds."

One evening, Prince Charming walked into a tavern appearing downtrodden. Immediately, the bartender turned to Prince Charming and asked him why he's so glum.

"You wouldn't believe it," the Prince replied. "I was walking through the Enchanted Forest when suddenly I approached Snow White, fast asleep on a bed of stone."

The dwarf next to her told me that she had eaten a poisonous apple and could only be revived through a kiss from my very lips. I gave her a peck on the cheek. Nothing. So I give Snow White a real deep kiss while massaging her hair with my fingers. Nothing. Soon enough, I'm making passionate love to her right there in the woods, when suddenly she screams out, 'Ah yes!'"

"That's great!" the bartender excitedly replied to Prince Charming. "Then she is alive!"

Shrugging his shoulders Prince Charming replied, "Nah. She faked it."

An older couple, both 67, went to a sex therapist's office.

The doctor asked, "What can I do for you?"

The man said, "Will you watch us have sexual intercourse?" The doctor looked puzzled, but agreed. The doctor examined them and then directed them to disrobe and go at it.

When the couple finished, the doctor reexamined them and, upon completion, advised the couple, "There's nothing wrong with the way you have intercourse." He then charged them \$32.

This happened several weeks in a row. The couple would make an appointment, have intercourse with no apparent problems other than the lack of vigor which is to be expected in 67 year olds, get dressed, pay the doctor, and then leave.

Finally after almost two months of this routine, the doctor asked, "Just exactly what are you trying to find out?"

The old man said, "Oh, we're not trying to find out anything. She's married and we can't go to her house. I'm married, so we can't go to my house. The Holiday Inn charges \$60. The Hilton charges \$78. We do it here for \$32 and I get \$28 back from Medicare."

Everybody I know who has a dog usually calls him "Rover" or "Spot". I called mine Sex. Now, Sex has been very embarrassing to me. When I went to the City Hall to renew the dog's license, I told the clerk that I would like a license for Sex. He said, "I would like to have one too!"

Then I said, "But she is a dog!" He said he didn't care what she looked like. I said, "You don't understand. ... I have had Sex since I was nine years old." He replied, "You must have been quite a strong boy." When I decided to get married, I told the minister that I would like to have Sex at the wedding. He told me to wait until after the wedding was over. I said, "But Sex has played a big part in my life and my whole world revolves around Sex."

He said he didn't want to hear about my personal life and would not marry us in his church. I told him everyone would enjoy having Sex at the wedding. The next day we were married at the Justice of the Peace. My family is barred from the church from then on. When my wife and I went on our honeymoon, I took the dog with me. When we checked into the motel, I told the clerk that I wanted a room for me and my wife and a special room for Sex. He said that every room in the motel is a place for sex. I said, "You don't understand. ... Sex keeps me awake at night."

The clerk said, "Me too!" One day I entered Sex in a contest. But before the competition began, the dog ran away. Another contestant asked me why I was just looking around. I told him that I was going to have Sex in the contest. He said that I should have sold my own tickets. "You don't understand," I said, "I hoped to have Sex on TV." He called me a show off. When my wife and I separated, we went to court to fight for custody of the dog. I said, "Your Honor, I had Sex before I was married but Sex left me after I was married." The Judge said, "Me too!" Last night Sex ran off again. I spent hours looking all over for her. A cop came over and asked me what I was doing in the alley at 4 o'clock in the morning. I said, "I'm looking for Sex." — My case comes up next Thursday. Well now I've been thrown in jail, been divorced and had more damn troubles with that dog than I ever foresaw. Why just the other day when I went for my first session with the psychiatrist, she asked me, "What seems to be the trouble?" I replied, "Sex has been my best friend all my life but now it has left me for ever. I couldn't live any longer so lonely." and the doctor said, "Look mister, you should understand that sex isn't a man's best friend so get yourself a dog."

A guy walked up to a beautiful young woman in a bar. "Do you mind if I ask you a personal question?" he said to her.

"I don't know," replied the beautiful young woman. "It depends how personal it is."

"OK," the guy said. "How many men have you slept with?"

"I'm not going to tell you that!" the woman exclaimed.

"That's my business!"

"Sorry," said the guy, "I didn't realize you made a living out of it."

Buy, Swap and Sell

Advertisements in this column will appear for three consecutive months unless instructions to the contrary are received by the Editor. Victorian State laws require all advertisements for registered vehicles to display a Price and Registration Number, and for unregistered vehicles, the sale price together with the engine or VIN/Chassis number.

Advertisements that do not comply with the above will not be listed, nor will it be the Editors responsibility to seek such information.

Wanted for 1935 Chev Master, Chassis with or without knees, will consider chassis with other parts attached.
Norm Darwin 53 346466 0419 351 378
darwin@rgt.com.au
03/07

For Sale: Set of five 13 inch Wire spoked wheels for MG Midget or Austin Healey Sprite, some light surface rust, splines good, \$300 the lot or \$80 each
Chris Lowth Ph 03 9775 9371
03/07

For Sale: NOS 1963 Chevrolet Belair Front Windscreen, in original wrapper.
Best offer
Phone: 9379 6701
04/07

For Sale: 1956 Bedford SB3 Bus Chassis with Marconi Outside Broadcast Van Body.
6 Cylinder Petrol Engine
4 Speed Gear Box



Engine Number-SB347251
Chassis Number-09704286
Unregistered
Richard 0409 357 067

For Sale: 1972 Toyota Corolla Coupe [orange] 75,000 on the speedo. Engine sound, body has small amount of rust. Car is still registered, but no RWC.
Reg LHJ-998. \$750 or near offer.
Rob Ward. 9460-4508
05/07

Club Regalia



For all your Club Regalia needs, please contact Eddie Reynolds on 9770 1231

For Sale: Instruction & Workshop Manuals

All Morris Minor 1000 1st Edition Series 2 Traveler, ¼ ton van Workshop Manual
Minor Series MM and 1100 Minor guide and D.I.Y. restoration book
Minor repair for 212, 918, 803, 948, 1098cc 1956-1971

The New Hillman Minx 1959 Manual.
H.V. all Kay Massey Harris petrol and kerosene engines instruction manual
Stewart Carburetor instruction book, suit Dodge Model 25 1" size
Ford 8 Handbook, Book of the Jowett
Sidchrome wheel brace suit '48 Holden (new)
Wal Martin (home) 5786 1667
(business) 9467 1464

03/07

For Sale: Brown Interior Trim and Seats to suit 1974 Fairlane 500. Body Parts for HQ Holden Statesman. Water Pump and Gearboxes for Ford Prefect. Windscreens to suit Prefect Ute and Tourer.
Graeme Bedford 5797 2411
04/07

For Sale: 1980 W3 Statesman Deville Series 1, Power Steering, Air Conditioning, Power Windows, Tinted Glass, unmodified except Mag Wheels. 308 Motor reconditioned, 90.000km's Automatic. Whole car in top condition. Vic RWC supplied, no registration, engine number 11WT63054 \$6,500 Phone Tom 0418 589 258
03/07

For Sale: 2000 Kia Carens, Jade Green, Six Seater. Fitted with Automatic, Air Conditioning and CD Player. Recently detailed, serviced and RACV checked - \$8,200.
Phone: Elvis 0417 557 409
04/07

Lead: 1950 Dodge sedan, early restoration, registered, Maroon paint, Beige trim, White Wall tyres. \$8,000-
Phone Joan Selby 5977 7230
03/07

For Sale: 2 Boxes of various motoring accessories - offers wanted
For further details please contact Mrs. Fimmel on 9870 6448
04/07



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"When better cars are (re)built, Bill will (re)build them"

178 Bridge Road, Keysborough Victoria 3173

Telephone: (03) 9798 8636

A.H. (03) 9798 1995

Affiliated Clubs

Independent Clubs Affiliated with the
CLASSIC & HISTORIC AUTOMOBILE CLUB OF AUSTRALIA

Classic & Historic Automobile Club of Australia Sydney Inc.

Secretary: Charles Grimwood
PO Box 306 Wentworthville, NSW, 2145.
Phone 02 9635 5870 email: abfab@bigpond.net.au

Meetings: All Sunday meetings start at 2pm. Members may arrive from two hours prior to meeting times to have meal and chat.

Classic & Historic Automobile Club of Caboolture Inc.

Secretary: Michelle Johansen
PO Box 514 Caboolture, Qld. 4510, . Phone 07 3882 3789
email: margyr@primus.com.au

Meetings:
1st Sunday of the Month. Meeting at the Sundowner Hotel car park, Caboolture.

Classic & Historic Automobile Club of Australia Wagga Wagga Region Inc.

Secretary: Gary Henderson, Phone 02 6926 1504
PO Box 749, Wagga Wagga, NSW 2650

Meetings:
First Monday of the Month, at Clubrooms, Wagga Wagga Showgrounds 7.30pm. Guests and visitors are welcome.

Morgan Country Car Club

Secretary:
Herb Simpfordorfer
PO Box 428, Albury, NSW 2640

Meetings:
At Clubrooms on Jindera Sports Grounds,
First Friday of every month 7.30pm. Some times on the first Sunday of the month.



April 2007 Pin Up - The Griffin's 1937 Chevrolet Utility

January						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May						
Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June						
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

September						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

October						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					